

## INFORMATION REPORT

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1. REVAL: On 9 January 1951, the ship's captain observed a great deal of searchlight activity before Reval. He believes that it may have been connected with some naval maneuvering in the area. A large area in the vicinity of Reval is off limits to merchant vessels. He observed that railway trains on the coast between Helsinki and Haapsalu and near Porkalla, travelled at night with their lights blacked out.

2. DANZIG: The second mate reports that the free port of Danzig has been completely restored and that deep-draft merchant ships now load and unload there across from the Westernplatte harbor basin. There are remarkably many Germans among the stevedores. Most of the foremen are German and are well paid.

3. GDYNIA: At least three of the large harbor basins are in full use. Pier and rail installations have been reconstructed and large numbers of cranes are available.

4. WARNEMUENDE: The pier installations and loading facilities on the central mole which is on the right when entering the Neue Tarnow and near the ferry basin, have been improved and enlarged. Many new cranes, including gantry cranes were seen. Main traffic is in reparations for the USSR. While in Warnemuende the mate's ship had to wait ten days before being processed. During this time only Soviet ships were expedited. The mate expressed himself as being extraordinarily surprised at the great enlargement of the former Koeger Werft (now the Tarnow Werft) which was formerly an insignificant boat-building yard. Large ships are also docked there for repair.

5. ROSTOCK: The harbor has been rebuilt along its old lines. There is a continuous loading and unloading. Soviet torpedo boats and smaller naval craft are repaired at the Neptune Werft. Fish cutters and large luggers of 50 to 60 meters length are built there in sections.

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The same section construction of vessels takes place in Bremenburg. The jiggers are of the large North Sea type which were used as auxiliary naval vessels for mine sweeping and outport duty during the last war. Only every fifth lugger remains in Germany. The others are sent to the USSR, as reparations.

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